

What Is Claimed Is:

1. A method for determining an accident risk of a first object (48, 52) with at least one second object (49; 53), the accident risk being determined as a function of a collision probability and a hazard probability of the at least one second object (49, 53) in a predefined region (50, 55), the collision probability and the hazard probability being determined as a function of motions of the first and at least one second object.
2. The method as recited in Claim 1, wherein an object class of the first and at least one second object are taken into account in determining the collision probability and the hazard probability.
3. The method as recited in Claim 1 and 2, wherein the motion and the object class of the at least one second object are determined by way of a sensor suite (1), and the motion and the object class of the first object (48, 52) are retrieved from at least one data source.
4. The method as recited in Claim 1 or 2, wherein the motion of the first object (48, 52) is defined by way of at least one current position and its velocity.
5. The method as recited in one of the preceding claims, wherein the motion of the at least one second object (49, 53) is defined by way of at least one current position.
6. The method as recited in Claim 4, wherein the motion of the first object is additionally determined by way of its first longitudinal and/or transverse

acceleration and/or a first rotation angle and/or a steering angle.

7. The method as recited in Claim 5, wherein the motion of the at least one second object is additionally determined by way of its velocity relative to the first object and/or a second longitudinal acceleration and/or a second transverse acceleration and/or a second rotation angle.

8. The method as recited in Claim 6 or 7, wherein environmental influences and/or a respective driving behavior are taken into account in determining the respective motion.

9. The method as recited in one of the preceding claims, wherein an indication (4) and/or at least one signal to an actuator suite (35) are generated as a function of the accident risk.

10. Use of a control unit in a vehicle constituting an object in a method as recited in one of Claims 1 through 9.

11. Use of a restraint system (5) in a vehicle constituting an object in a method as recited in one of Claims 1 through 9.